

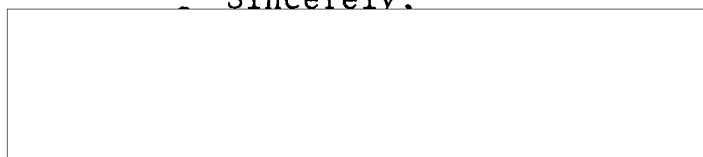
CENTRAL INTELLIGENCE AGENCY

WASHINGTON, D.C. 20505

1 SEP 1983

Enclosed for your files is a copy of the
summary minutes of the first CIA Traffic Advisory
Committee meeting.

Sincerely,



Chairman
CIA Traffic Advisory Committee

Enclosure

Distribution w/encl:

- 1 - ea CIA TAC Mbr
 - Lilla Richards, MCA
 - Kent A. Maxfield, Ad Hoc Cte
 - John F. Byrne, GeoWash Mem Pkwy
 - Donald E. Keith, VDH&T
 - Donald Bozarth, NCPC
 - Shiva K. Pant, FFCo Ofc of Trans.
- 1 - S. R. Conley, VDH&T, Richmond
- 1 - Nancy Bennett, Cong Wolf's D.C. Ofc
- 1 - Pat Bennett, Cong Wolf's McLean Ofc
- 1 - Nancy Falck, FFCo Supervisor
- 1 - John P. Fowler, II, Dewberry & Davis
- 1 - DD/A
- 1 - D/PAO
- 1 - D/OLL
- 1 - D/OL
- 1 - OL/NBPO (Official)

OL 2089-83

OL/NBPO

(1 Sep 83)

Minutes of CIA Traffic Advisory Committee
25 August 1983

The Chair convened the first meeting of the Traffic Advisory Committee at 1305 hours on Thursday, 25 August 1983. Attached is a list of attendees.

STAT [] CIA, began by giving a brief background on the new building and said the purpose of this Committee is to help formulate a traffic analysis that all can agree on. In doing so, the Agency is mindful of the concerns of the citizens. [] turned the meeting over to Mr. Jerry Boseman, Virginia Department of Highways and Transportation (VDH&T).

STAT Mr. Boseman said his traffic study came up with some gray areas, such as how many employees and how many cars.

Assumptions of the traffic study done by VDH&T are:

- STAT []
- o Sixty percent of the Agency traffic would enter and exit during peak hour.
 - o By the Year 2005, there will be a 30 percent growth in total traffic. This 30 percent increase includes CIA expansion traffic.
 - o VDH&T noted these projections are comparable to those of the Dulles Toll Road study.
 - o According to state plans, Route 123 will be widened to 6 lanes by the Year 2005.
 - o CIA expansion is to be completed by 1987.

STAT The question of adequate parking was raised by Kent Maxfield of the Ad Hoc Committee. [] responded by stating that by Fairfax County standards, which are based solely on building square feet, the number of parking spaces would have to be increased by 4 or 5 thousand. On the other hand, General Services Administration and National Capital Planning Commission (NCPC) guidance limit the Agency to 1,000 additional spaces. In balance, the Agency finds the planned parking adequate and comparable to that provided by other departments and agencies.

STAT Another question was raised by Lilla Richards, McLean Citizens Association (MCA) as to whether the Agency can expand the proposed parking garage. [] said it was possible since the structure will be built on top of an existing parking lot.

STAT The VDH&T did not study traffic on Route 193 all the way to the beltway. If the Committee would like that information, it can be obtained. Route 193 is considered saturated.

Mr. Keith pointed out that any major improvement work proposed for the Parkway would require an environmental impact study that would most likely result in a decision to look to Route 123 for capacity improvements instead.

The consultants, Dewberry and Davis, will study traffic patterns at five major intersections: 123-193; 123-Parkway; Parkway-CIA entrance off Parkway; Beltway-Parkway; and Beltway-193. The consultants will analyze what is needed to accommodate projected traffic growth.

The question was raised as to whether we need another alternative. Mr. Boseman said they came up with the ones they thought were realistic but if the group felt others were needed and came up with others, they would gladly look at them.

STAT [] agreed with Mr. Maxfield that alternatives studied should represent a balanced view of the capabilities of the Parkway and Route 123.

Mr. Conley, VDH&T, then introduced the consultants from Dewberry and Davis. They have not yet signed a contract to do this study but expect to soon. VDH&T will turn over the data from their traffic survey to the consultants. The consultants will take projected traffic and design alternatives. They may come up with several alternatives for each of the five locations they will be studying. At the completion of their study, they will come back to the Committee with their alternatives and make recommendations as to which they feel warrant further consideration. The alternatives would also be taken to citizens groups to get their views. After a final decision is made as to what alternative is most appropriate, the consultants will go into the final design stages.

Kent Maxfield asked whether the consultants will be studying such things as noise pollution, safety, etc. The answer was that an environmental assessment will be done by VDH&T. The scope of the consultant work is traffic analysis and engineering only.

STAT There seemed to be some confusion as to exactly what the consultants will be doing. [] stated that a clear definition of the scope of their project should be the first item on the agenda for the next meeting.

Ms. Joan Dubois, representative of the Dranesville Supervisor, stated that improvements to Route 193 are not currently in the state's 6-year plan.

STAT [] proposed reconvening in 3 weeks. All agreed. The date of
STAT 15 September was tentatively set for the second meeting. [] will follow this up with a confirmation letter.

Mrs. Lilla Richards, MCA, stated that MCA agreed to give up one seat to let the Ad Hoc Committee have representation on the Committee. They will each have one member and one alternate. Mr. Maxfield stated that he feels strongly that the Ad Hoc Committee should have separate but equal representation on the Committee. He stated that CIA had already accepted the position that the Ad Hoc Committee should have separate but equal representation. It was agreed by all that each group would have one member and one alternate.

STAT [] agreed to the addition of the Ad Hoc representative to the Committee.

STAT The charter states that a special meeting can be called if there are a majority who want it. Lilla Richards requested that any two groups could call a special meeting. [] proposed that any member could call a meeting with the agreement of the Chair.

STAT There was discussion about changing 5 days' notice of meeting agendas to 10 working days. [] said he had no problem with that if the group realizes the problems, namely, that the information would be dated by the time the Committee met. It was agreed to leave it at 5 days with the understanding that the group be given as much notice as possible.

The meeting was adjourned at 1505 hours.

ATTACHMENT

Attendees

Name	Organization
ADAMS, Gloria A.	McLean Citizens Association
BENNETT, Pat	Congressman Frank Wolf's Office
BOSEMAN, Jerry	Virginia Department of Highways & Transportation
BOZARTH, Donald	National Capital Planning Commission
CONLEY, S.R.	Virginia Department of Highways & Transportation
DuBOIS, Joan	Supervisor Falck's Fairfax County Office
FAHL, Douglas R.	Dewberry and Davis
FOWLER, John P. II	Dewberry and Davis
GRESHAM, Robert	National Capital Planning Commission
JEFFREY, William C.	Virginia Department of Highways & Transportation
JOHNSON, Andrew C.	Ad Hoc Committee
KEITH, D. C.	Virginia Department of Highways & Transportation, NoVA
MAXFIELD, Kent A.	Ad Hoc Committee
	Central Intelligence Agency
PANT, Shiva K.	Fairfax County Office of Transportation
RICHARDS, Lilla	McLean Citizens Association
ROBERTS, Kitty L.	National Park Service-George Washington Memorial Pkwy
	Central Intelligence Agency

STAT

STAT

CENTRAL INTELLIGENCE AGENCY

WASHINGTON, D.C. 20505

19 AUG 1983

Mr. Donald E. Keith
Division Administrator for Northern Virginia
Virginia Department of Highways and Transportation
P.O. Box 429
Fairfax, Virginia 22030

Dear Mr. Keith:

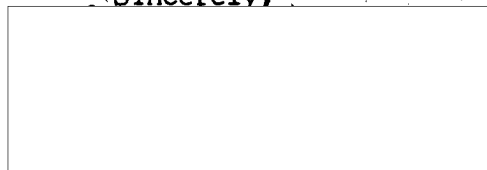
The first meeting of the CIA Traffic Advisory Committee will be held on 25 August 1983 at 1:00 p.m. The location is the Virginia Department of Highways and Transportation (VDH&T) Residency Office, 3555 Chain Bridge Road, Fairfax, Virginia.

The agenda for the meeting is as follows:

- | | |
|--|-------|
| 1. Planning Assumptions and Rationale | VDH&T |
| 2. Preliminary Traffic Analysis | VDH&T |
| 3. Schedule of Consultant Activity | VDH&T |
| 4. Review of Citizen Concerns | MCA |
| 5. Schedule of Future Committee Activities | CIA |

Enclosed for your information are copies of the Committee charter and a letter outlining the planning assumptions being used for the preliminary traffic analyses being conducted by VDH&T. We look forward to a productive meeting.

Sincerely,



New Building Project Office
Office of Logistics

Enclosures

1. Committee Charter
2. VDH&T Ltr Re Assumptions
3. Committee Chairman Appointment

OL 2083-83

Distribution:

Orig - Donald Keith, VDH&T, w/encls
Orig - John Byrne, GWMemPkwy, w/encls
Orig - Donald Bozarth, NCPC, w/encls
Orig - Shiva Pant, FFCo, w/encls
✓ - OL/NBPO (Official), w/o encls
1 - DD/A, w/o encls
1 - D/OLL, w/o encls
1 - D/PAO, w/o encls
1 - D/OL, w/o encls
1 - C/LSD/OL, w/o encls

STAT OL/ ((09 Aug 83)

CIA Traffic Advisory Committee

PURPOSE: The CIA Traffic Advisory Committee has been created to address concerns of the McLean Community, the State of Virginia, Fairfax County, the U.S. Park Service, and the CIA regarding the traffic analyses and subsequent offsite traffic engineering associated with the expansion of the CIA Headquarters.

MEMBERSHIP: As the responsible and accountable agent for the project, the Deputy Director for Administration, CIA will designate the Chairperson. Membership will consist of a designated representative to speak for the:

1. McLean Citizens Association
2. Virginia Department of Highways and Transportation
3. George Washington Parkway, U.S. Park Service
4. National Capital Planning Commission
5. Fairfax County
6. Central Intelligence Agency

PROCEDURES:

1. Meetings will be scheduled at major milestones during the study and design of road improvements. Exceptional meetings may be called at the request of any member with the concurrence of a majority.
2. The Chairperson will be responsible for establishing meeting schedules and locations.
3. The Chairperson will be responsible for disseminating meeting agendas and pertinent background information to Committee members no less than five working days preceding the scheduled meetings.
4. The CIA will provide a recording secretary and assume responsibility for preparation and dissemination of meeting minutes. These minutes will contain summary statements regarding issues discussed, positions taken, and recommended actions.
5. It is the responsibility of Committee members to reflect the official positions of their sponsoring organizations. It is expected that members will prepare positions on agenda items prior to scheduled meetings.

RESPONSIBILITIES: The Committee will have no directive authorities as applied to design or construction of roads or CIA facilities. The responsibilities are solely advisory in nature to ensure that concerns relative to traffic flow and road modifications are brought to the attention of the appropriate organization for consideration in design and construction.

TERMINATION: The Committee will be dissolved by the Deputy Director for Administration, CIA, upon completion of design of road modifications.


CENTRAL INTELLIGENCE AGENCY

WASHINGTON, D.C. 20505

Enclosed for your files is a copy of the summary minutes of the second CIA Traffic Advisory Committee meeting.

Sincerely,

STAT


Chairman
CIA Traffic Advisory Committee

Enclosure

Distribution:

- 1 - ea CIA TAC Mbr
 - Lilla Richards, MCA
 - Gloria Adams, Alt., MCA
 - Kent A. Maxfield, Ad Hoc Cte
 - Pat Blood, Alt., Ad Hoc Cte
 - John F. Byrne, Geo Wash Mem Pkwy
 - Donald E. Keith, VDH&T
 - Donald Bozarth, NCPC
 - Shiva K. Pant, FFCo Ofc of Trans.

Minutes of CIA Traffic Advisory Committee
15 September 1983

1. The second meeting of the CIA Traffic Advisory Committee was held at the McLean Community Center on 15 September 1983 at 6:30 p.m. A list of attendees is attached.

2. Mr. Conley, Virginia Department of Highways and Transportation (VDH&T), stated that the minutes of the first meeting contained an error. The correction is that the interchanges to be studied should state that the CIA-123 interchange will be studied rather than the Route 193/I-495 interchange.

3. Copies of the revised Committee charter were disseminated. The revisions reflected the addition of the Ad Hoc Committee as a member and the requested change to the procedure for calling special meetings.

4. The major subject of the meeting was a presentation of the scope of work for the consultant study by Mr. Fowler, Dewberry and Davis. Mr. Fowler spoke to the attached outline and milestone chart. He stated that, while the detailed man-hour loading and scheduling was not yet complete, he estimated 120 days to complete the preliminary design and evaluation of candidate alternatives.

5. Mr. Fowler affirmed that the VDH&T data provided to the consultant would be verified as part of the inventory at the beginning of the study. The traffic analysis would then proceed by using the data to assess the level of service at the five interchanges under each of the three distribution alternatives, i.e., all expansion traffic assigned to the Parkway, all expansion traffic assigned to Route 123, and expansion traffic distributed between Route 123 and the Parkway. The third Committee meeting would occur at the end of this analysis to present the results.

6. The consultant would then proceed to develop and evaluate preliminary alternatives for correcting the deficiencies at the interchanges. There would be a review with VDH&T and CIA during this phase to ensure that alternatives being pursued were consistent with the objectives of CIA and VDH&T. Mr. Maxfield expressed concern that some alternatives might not come to the attention of the Committee. [redacted] responded that all alternatives presented to CIA and VDH&T would be discussed with the Committee as well as the criteria used to select among them. Mr. Pant, Fairfax County, stated that general experience in County Transportation planning has shown that the range of alternatives is limited.

7. Mr. Bozarth, National Capital Planning Commission (NCPC), reiterated his concerns for the lack of attention to traffic management strategies in the analysis. He pointed out that such planning is contrary to the Regional planning principles supported by the Council of Governments and the NCPC. Mr. Boseman, VDH&T, restated the Department's position, i.e., in lieu of any

enforcement authority, the State was compelled to design against what they consider the most likely traffic scenario. Mr. Maxfield supported the VDH&T position.

8. Mr. Bozarth questioned whether the environmental assessment would occur during or after the development of preliminary alternatives. Mr. Fowler stated that environmental factors would be considered throughout the design process but the formal environmental document would be prepared by VDH&T after submission of the design report.

9. Mr. Conley said that the contract would now be finalized based on the scope of work presented. This could take until 15 October 1983. Based on Mr. Fowler's time estimate, this would place completion of the traffic analysis phase at about 1 December 1983. [] stated that an advisory letter would be sent to Committee members as soon as a completion date for the analysis phase has been established. The meeting was adjourned at 7:40 p.m.

Attachments:

1. List of Attendees
2. Outline & Milestone Chart

ATTACHMENT

Attendees

<u>Name</u>	<u>Organization</u>
ADAMS, Gloria A.	McLean Citizens Association
BENNETT, Nancy	Congressman Frank Wolf's Office
BLOOD, Patricia	Ad Hoc Committee
BOSEMAN, Jerry	Virginia Department of Highways & Transportation
BOZARTH, Donald	National Capital Planning Commission
BYRNE, John	George Washington Memorial Pkwy-National Park Service
CONLEY, S.R.	Virginia Department of Highways & Transportation
DuBOIS, Joan	Supervisor Falck's Fairfax County Office
FOWLER, John P. II	Dewberry and Davis
GRESHAM, Robert	National Capital Planning Commission
MAXFIELD, Kent A.	Ad Hoc Committee
	Central Intelligence Agency
PANT, Shiva K.	Fairfax County Office of Transportation
RICHARDS, Lilla	McLean Citizens Association
SMITH, George	McLean Citizens Association

STAT

STUDY SCOPE
Evaluation of CIA Access Improvements

Inventory

Traffic Analysis

Review

Identification &
Evaluation of
Preliminary Alternatives

Review & Selection of
Candidate Alternatives

Preliminary Design &
Evaluation of
Candidate Alternatives

Review

Design Report

Environmental
Assessment - by VDHT

Public Meeting

DEWBERRY & DAVIS
September 15, 1983

CENTRAL INTELLIGENCE AGENCY
WASHINGTON, D.C. 20505

8 SEP 1983

The second meeting of the CIA Traffic Advisory Committee will be held on 15 September 1983 at 6:30 p.m. in the McLean Community Center, Ingleside Avenue, McLean.

Enclosed is an outline of the revised scope of work to be performed by the Virginia Department of Highways and Transportation consultant. A consultant representative will be present to provide additional information.

Sincerely,

[Redacted Signature]

Chairman
CIA Traffic Advisory Committee

Enclosure

Distribution:

- 1 - ea CIA TAC Mbr
 - Lilla Richards, MCA
 - Kent A. Maxfield, Ad Hoc Cte
 - John F. Byrne, GeoWash Mem Pkwy
 - Donald E. Keith, VDH&T
 - Donald Bozarth, NCPC
 - Shiva K. Pant, FFCo Ofc of Trans.
- 1 ea - bcc w/encl
 - S. R. Conley, VDH&T
 - Nancy Bennett, Cong Wolf's D.C. Ofc
 - Pat Bennett, Cong Wolf's McLean Ofc
 - Nancy Falck, FFCo Supervisor
 - John P. Fowler, II, Dewberry & Davis
- 1 - DD/A, w/encl
- 1 - D/PAO, w/encl
- 1 - D/OLL, w/encl
- 1 - D/OL, w/encl
- 1 - OL/NBPO, w/encl (Official)

OL 2096-83

OL/NBPO, [Redacted]

(08 Sep 83)

D R A F TSCOPE OF SERVICES OUTLINE
CIA ACCESS IMPROVEMENTS STUDYPHASE I - Traffic Analysis, Design Alternatives and Public Meetings

A. Data Collection and Inventory

1) Traffic Data

- a) Obtain data from VDH&T
- b) Evaluate to confirm adequacy
- c) Supplement, if needed, for requirement of project

2) Aerial Mosaics & Base Mapping

- a) Obtain data from VDH&T
- b) Assemble for Phase I purposes

3) Review Previous Concepts/Studies

4) Site Reconnaissance

5) Input from CIA, VDH&T and Advisory Committee

B. Evaluate Existing Access Network for:

1) Levels of traffic service for AM & PM peak periods using current and projected traffic volumes. Three traffic projections would be used for this analysis. They are:

- All additional trips to CIA would occur on G.W. Parkway
- All additional trips would be accommodated on Route 123
- Additional trips would be distributed between G.W. Parkway and Route 123

2) Functional Adequacy

3) Compatibility w/CIA and VDH&T objectives and requirements

and

4) Define inadequacies of existing access points

5) Review findings with CIA, VDH&T and Advisory Committee

SCOPE OF SERVICES OUTLINE

Page -2-

C. Identify Preliminary Alternatives for Evaluation

- 1) Includes possible improvements to:
 - a) Route 123 @ CIA entrance, including Potomac School Access
 - b) Route 123 @ Route 193 intersection including Turkey Run Access Road intersection
 - c) George Washington Parkway/CIA Access Interchange
 - d) George Washington Parkway/Route 123 Interchange
 - e) George Washington Parkway/Capital Beltway (I-495) Interchange
- 2) Review Candidate Alternatives w/CIA and VDH&T

D. Evaluate Preliminary Alternatives

- 1) Route 123 @ CIA Entrance
 - a) Traffic service
 - b) Functional adequacy
 - c) Order of magnitude estimate of costs
 - d) Human environmental benefits and impacts
 - e) Compatibility with on-site requirements, security, phasing and funding constraints (if any)
- 2) Route 123 at Route 193 Intersection - including Turkey Run Access Road Intersection
 - a) Traffic service
 - b) Functional adequacy
 - c) Order of magnitude estimate of costs
 - d) Human environmental benefits and impacts
 - e) Compatibility with on-site requirements, security, phasing and funding constraints (if any)
- 3) Possible improvements to G.W. Memorial Parkway and G.W. Parkway interchange with Route 123, CIA and Beltway (I-495)
 - a) Traffic service

SCOPE OF SERVICES OUTLINE

Page -3-

- b) Functional adequacy
 - c) Order of magnitude estimate of costs
 - d) Human environmental benefits and impacts
 - e) Compatibility with on-site requirements, security, phasing and funding constraints (if any)
- E. Select Alternatives for Detailed Evaluation
- 1) Review findings with CIA, VDH&T and Advisory Committee
 - 2) Selected viable candidates for Detailed Study
- F. Develop Preliminary Design of Candidate Alternatives
- 1) Geometric features, construction limits and right-of-way requirements, structure limits and traffic operation features
 - 2) Traffic service adequacy, signal warrants and preliminary signalization design
 - 3) Estimated costs
 - 4) Conformance with goals of CIA and VDH&T
 - 5) Prepare draft report of evaluation
 - 6) Review findings with CIA, VDH&T and Advisory Committee
- G. Prepare and distribute Design Report
- H. Environmental Assessment - to be performed by VDH&T

Central Intelligence Agency

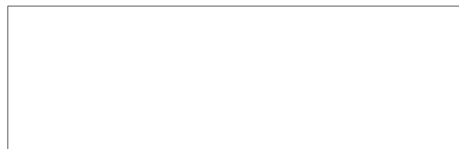


Washington, D.C. 20505

06 DEC 1983

Enclosed for your files is a copy of the summary
minutes of the third CIA Traffic Advisory Committee meeting.

Sincerely,



Chairman
CIA Traffic Advisory Committee

Enclosure

Distribution:

- 1 - ea CIA TAC Mbr, w/encl
 - Lilla Richards, MCA
 - Gloria Adams, Alt., MCA
 - Kent A. Maxfield, Ad Hoc Cte
 - Patricia Blood, Alt., Ad Hoc Cte
 - John F. Byrne, Geo Wash Mem Pkwy
 - Donald E. Keith, VDH&T
 - Donald Bozarth, NCPC
 - Shiva K. Pant, FFCo Ofc of Trans.

STAT

Minutes of Traffic Advisory Committee

30 November 1983

1. The third meeting of the CIA Traffic Advisory Committee was held at the Residence Office of the Virginia Department of Highways and Transportation (VDH&T) Fairfax, Virginia, on 30 November 1983 at 3:00 p.m. A list of attendees is attached.

2. The Chairman opened the meeting by summarizing progress of the CIA on overall project design since the second Committee meeting on 15 September. The major points were that the preliminary design had been completed and reviewed by the National Capital Planning Commission (NCPC) in October and that the first construction bid package had been submitted to the Commission for their final approval at a 1 December meeting. The Commission has stated that final approval of all construction packages is contingent upon submission of an acceptable program of road improvements.

3. Mr. Fowler of Dewberry and Davis then presented an overview of the first technical report for the CIA expansion study. This report was an Analysis of Projected Levels of Traffic Service based on Expansion of the CIA Headquarters. The report had been disseminated to Committee members for review on 23 November. Mr. Fowler presented a series of slides taken during the study that demonstrated traffic conditions at the local intersections of concern. These slides were used to support the description of levels of service found during the study. Emphasis was placed on the existing and projected problems associated with the CIA entrances, the Route 193 and Route 123 weaving lane, the intersection of the George Washington Memorial Parkway with I-495, and the intersection of Turkey Run Road with Route 193.

4. Mr. Steve Smith of JHK & Associates then presented the methodology used to analyze projected levels of service. Projected traffic counts provided by VDH&T were used and applied to the calculated capacity of the various interchanges to arrive at a measured level of service as defined by standard reference texts. The results depict the effect of future growth on existing roadways and interchanges if no improvements are made. The benefit of the analysis is to focus the designer's attention on those interchanges where unacceptable levels of service are expected to arise. Mr. Fowler stated that the definition of unacceptable service level is any level lower than level D.

5. Mr. Maxfield of the Ad Hoc Committee questioned the assumptions regarding the amount of expansion traffic to be added by the CIA. Mr. Boseman, VDH&T, stated that 1,500 vehicles had been assumed. This number represents the 1,000 additional parking spaces to be constructed plus the 500 existing spaces found to be empty during previous surveys. Mr. Maxfield reiterated his concern for the adequacy of the CIA parking program and the possible implications for traffic if parking were inadequate. The Chairman stated once again that the proposed parking is adequate.

6. In discussing potential improvements at the Parkway/I-495 interchange, Mr. Conley stated that the present plan is to initiate the redecking of Cabin John Bridge about March 1984. This effort will include addition of a fourth

lane on the bridge that may be used to interconnect the Parkway on both sides of the river. This would contribute to easing the worst congestion on the Parkway, which results from the current backup occurring on the Parkway ramp to northbound I-495.

7. Mr. Fowler observed that this improvement, while improving the northbound ramp, will probably degrade service on the southbound ramp because of the added lane entering Virginia from Maryland.

8. Mr. Bozarth asked if the distribution of Agency traffic used in the analysis was accurate. The Chairman stated that the 85 percent arriving from the west versus 15 percent from other directions was accurate. Mrs. Richards asked if this distribution was likely to change after consolidation. The Chairman stated that no significant change was anticipated.

9. There was a lengthy discussion of Mr. Maxfield's desire to have a commitment from the Federal Government not to begin construction onsite until road improvement agreements were in place. The Chairman expressed the view that such a commitment was unlikely unless the local citizens would agree to a date by which road improvements would be agreed to. Mr. Maxfield suggested that he might request the NCPC to attach such a commitment as a condition of approval of the first bid package.

10. Mr. Fowler stated that he expected to be prepared to meet again immediately after the Christmas holidays to present the alternative road improvements identified to deal with the problem interchanges. These alternatives would be reviewed, discussed, and then refined before a final meeting in February. The Chairman stated that the design report would probably be distributed to the community at that point in preparation for a public informational meeting sometime in March. Concern was expressed that the formal environmental assessment would not yet be complete at that time. The Chairman expressed the opinion that sufficient environmental information would be available from the design effort to allow a balanced presentation of the options.

11. It was agreed that an advisory notice would be provided to the members about mid-December giving them an estimated date for the next meeting. The meeting was adjourned at 5:30 p.m.

Attachment:
List of Attendees

ATTACHMENT

Attendees

<u>Name</u>	<u>Organization</u>
ADAMS, Gloria A.	McLean Citizens Association
BENNETT, Nancy	Congressman Frank Wolf's Office
BLACKMAN, Robert H.	Virginia Department of Highways & Transportation (Environmental)
BOSEMAN, Jerry	Virginia Department of Highways & Transportation (TPD)
CONLEY, S.R.	Virginia Department of Highways & Transportation
DuBOIS, Joan	Supervisor Nancy Falck's Fairfax County Office
FOWLER, John P. II	Dewberry and Davis
GEHR, David R.	Virginia Department of Highways and Transportation
GUIDAS, Claire	Fairfax County Office of Transportation
MAXFIELD, Kent A.	Ad Hoc Committee
	Central Intelligence Agency
RICHARDS, Lilla	McLean Citizens Association
ROTHENBERG, Morey	JHK & Associates
SMITH, Steve	JHK & Associates
THEERATHADA, C. T.	Dewberry & Davis

STAT

CENTRAL INTELLIGENCE AGENCY

MEMORANDUM FOR THE DIRECTOR

22 NOV 1983

Enclosed is a copy of the Dewberry and Davis report that will be the subject of discussion at the 30 November 1983 meeting of the Traffic Advisory Committee.

Sincerely,



Chairman
CIA Traffic Advisory Committee

Enclosure

Distribution:

- 1 - ea CIA TAC Mbr, w/encl
 - Lilla Richards, MCA
 - Gloria Adams, Alt., MCA
 - Kent A. Maxfield, Ad Hoc Cte
 - Patricia Blood, Alt., Ad Hoc Cte
 - John F. Byrne, Geo Wash Mem Pkwy
 - Donald E. Keith, VDH&T
 - Donald Bozarth, NCPC
 - Shiva K. Pant, FECO Ofc of Trans.
- 1 - bcc S. R. Conley, VDH&T, w/o encl
- 1 - bcc Nancy Bennett, Cong Wolf's D.C. Ofc, w/encl
- 1 - bcc Patricia Bennett, Cong Wolf's McLean Ofc, w/o encl
- 1 - bcc Nancy Falck, FECO Supervisor, w/encl
- 1 - bcc John P. Fowler, II, Dewberry & Davis, w/o encl
- 1 - DD/A, w/encl
- 1 - D/PAO, w/o encl
- 1 - D/OLL, w/o encl
- 1 - D/OL, w/encl
- 1 - OL/NBPO, w/encl (Official)

OL 2121-83

OL/NBPO, 

(22 Nov 83)

**ANALYSIS OF PROJECTED LEVELS
OF TRAFFIC SERVICE BASED
ON THE EXPANSION OF THE CIA HEADQUARTERS**

**TECHNICAL MEMORANDUM NO. 1
for the
CIA EXPANSION STUDY**

**prepared by
Dewberry and Davis
and
JHK & Associates**

**for the
Virginia Department of Highways and Transportation**

November 22, 1983

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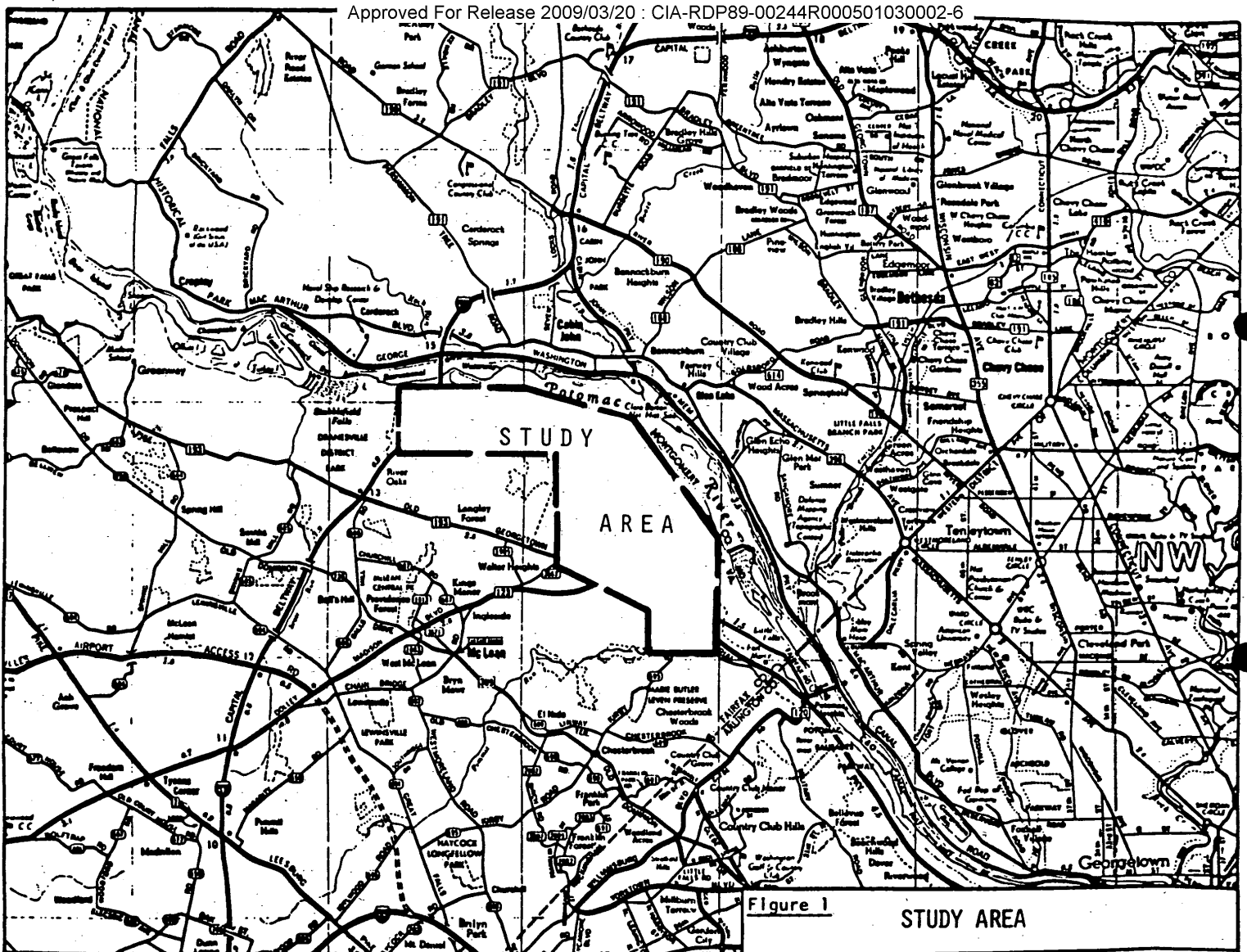
TECHNICAL MEMORANDUM NO. 1
**ANALYSIS OF PROJECTED LEVELS OF TRAFFIC SERVICE
BASED ON THE EXPANSION OF THE CIA HEADQUARTERS**

OVERVIEW OF APPROACH TO THE TRAFFIC ANALYSIS

The purpose of the traffic analysis of the expansion of the CIA headquarters in Langley, Virginia, is to determine what highway and traffic facilities will be necessary to serve the added traffic demand. A traffic analysis primarily involves an examination of the relationship of the capacity of a roadway (how much traffic the road can carry) to the traffic demand on that roadway. The closer the traffic demand becomes to the road's capacity, the more delay and inconvenience is experienced by drivers, and the more the road is perceived as having a traffic "problem". The term "level of service" is used in the transportation profession to describe how well a road is serving the traffic demand.

Traffic problems are generally cured in one of two ways: reducing the traffic demand or increasing traffic capacity. Often, both are needed to adequately accommodate major expansion of traffic-generating land development. The CIA has indicated their desire to implement measures to limit the increase in traffic demand to the site. The traffic analysis described in this report serves to examine the projected impacts of this increase in traffic around the CIA site through the year 2005. This analysis involves the following steps:

1. Determine existing traffic volumes on roadway facilities within the study area. The study area includes Route 123 between Potomac School Road and the George Washington Parkway; the George Washington Parkway between I-495 and Route 123 and Route 193 in the vicinity of the CIA. The study area is shown in Figure 1.
2. Determine additional traffic volumes due to CIA expansion. Expansion is assumed to be in effect in 1986.
3. Project future changes in background (non-CIA) traffic.
4. Project total future traffic volumes, including all traffic, under various conditions or scenarios.
5. Conduct a level of service analysis to identify how well existing roadway facilities will be operating under the projected future increases in traffic.



The steps outlined above will help in the identification of problem areas and of locations where improvements to the road system are likely to be necessary. This leads into the next step of the process, that is, looking at and evaluating alternative ways to make those improvements. That will be a topic of a future technical memorandum.

FUTURE CONDITIONS TO BE EXAMINED

In any prediction of the future, there is an element of uncertainty. This, of course, holds true for any prediction of traffic volumes. An important part of conducting a traffic analysis is examining a range of traffic conditions which may occur. The type of improvements required will vary depending on the possible future traffic conditions.

There are three possible conditions to be examined in this study:

1. Future traffic to CIA projected assuming that there is a capacity restraint at the I-495/George Washington Parkway interchange. Currently, the outbound ramps from the Parkway to I-495 operate near capacity in the PM peak traffic period. This condition assumes that, since these ramps are already close to saturation, all CIA expansion traffic would use Routes 123 and 193 to reach the site.
2. Future traffic to CIA projected assuming that there is no capacity restraint at the I-495/GW Parkway interchange. In this case, CIA expansion traffic would be distributed similar to the distribution of existing CIA traffic.
3. Future traffic to CIA projected assuming that there is no capacity restraint at the I-495/GW Parkway interchange and that all CIA expansion traffic uses the GW Parkway rather than Routes 123 and 193.

The above conditions are being examined for the years of 1986 and 2005. In addition, comparisons are made with existing traffic operation and with traffic operation in 2005 excluding CIA expansion traffic. The "no-expansion" condition is used strictly as a comparison with the expansion conditions to determine to what extent future traffic problems may be related directly to the expansion of the CIA. Traffic analyses are performed primarily for the AM and PM peak traffic hours. The analysis concentrates heavily on intersections and interchanges, since these are usually the most critical traffic bottlenecks.

TRAFFIC VOLUMES - EXISTING AND FORECAST

Figure 2 indicates the existing AM and PM peak hour traffic volumes for roadways in the study area. As would be expected, the limited access facilities (I-495 and the Parkway) carry substantially more volume than other facilities. Volumes on Routes 193 and 123 are heaviest toward the Parkway in the morning and away from the Parkway in the evening peak periods, with Route 123 carrying slightly more traffic.

Capacity analyses are normally done using AM and PM peak hour volumes. One way to evaluate the meaning of the existing volumes relative to roadway capacity is with the following rules of thumb:

1. For roadways unrestricted by signals and other features, the capacity is typically between 1800 and 2000 cars per lane per hour.
2. For ramps to and from a limited access highway, the capacity is typically 1500 to 1800 cars per lane per hour, with more sharply curved ramps having the lower value.
3. For intersections controlled by traffic signals, the maximum total number of vehicles which can pass through the intersection is 1500-1600 per lane per hour of green time on the signal.

Traffic forecasts were prepared by the Virginia Department of Highways and Transportation for the years 1986 and 2005 for the possible future traffic conditions. A number of assumptions were used in establishing these traffic forecasts. These include the following:

1. No growth in background (non-CIA) traffic between now and 1986. The basis for this assumption is the anticipated effect of improved roadway access in the I-66/Dulles Access Road corridor as well as the continued expansion of the Metrorail system.
2. An overall increase in traffic (background plus CIA expansion traffic) of approximately 1.5 percent per year on all roadways within the study area between 1986 and 2005. This rate of growth may be lower or higher for any one roadway in the study area based on its location and impact from CIA traffic.
3. Given no capacity restraints, the distribution of CIA expansion traffic on roadways to and from the site is assumed to be the same as for existing CIA traffic.
4. The amount of additional traffic generated by the CIA expansion is based on the CIA's having implemented measures to contain traffic demand. First, the

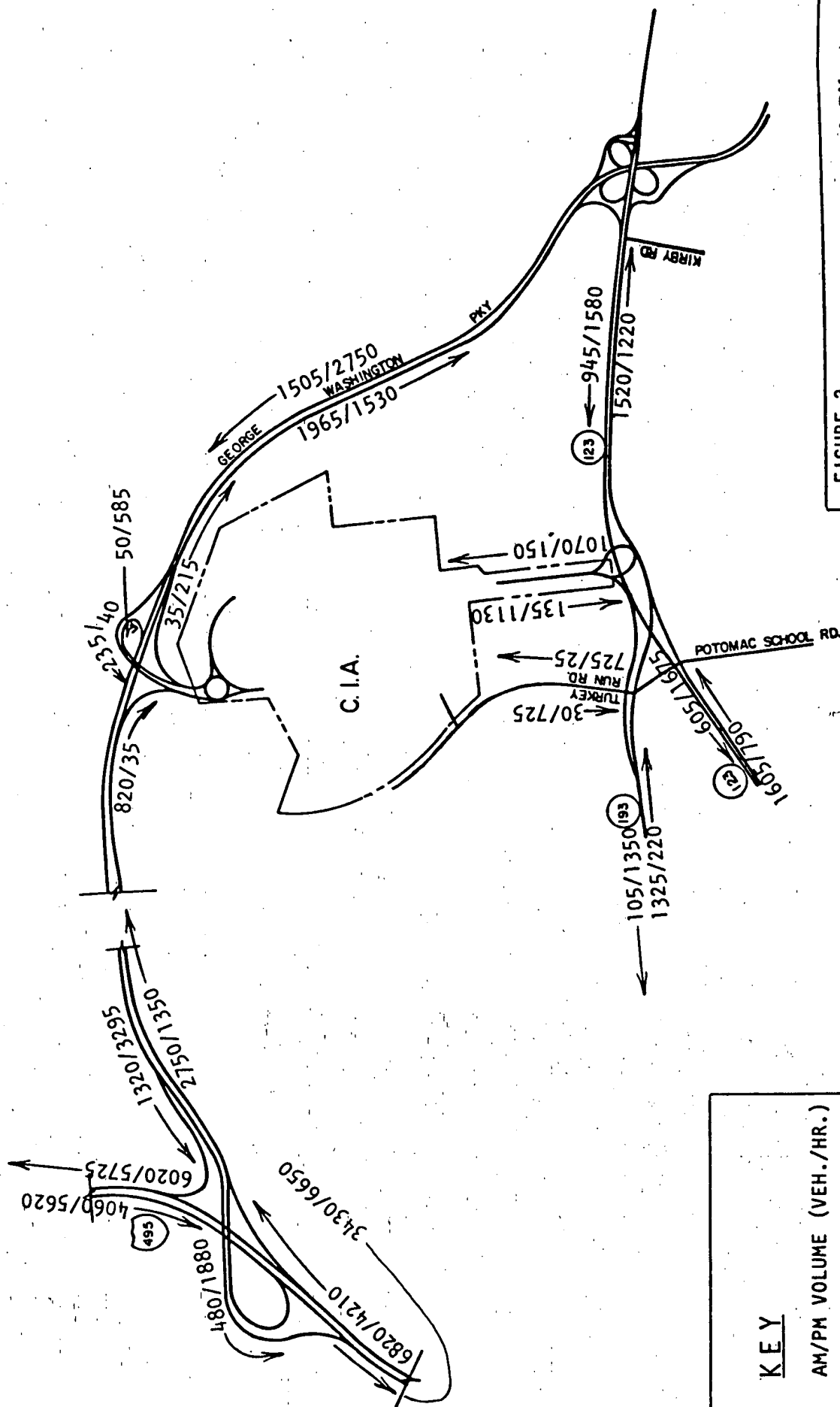
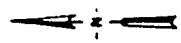


FIGURE 2
EXISTING AM and PM
PEAK HOUR VOLUMES

KEY
AM/PM VOLUME (VEH./HR.)

increase in the number of parking spaces to be provided will be limited to approximately 1,000 spaces, in conformance with guidelines suggested by the National Capital Planning Commission. Complementing this will be strategies to substantially increase carpooling efforts as well as staggering work arrival and departure times to reduce the conflict with other commuting traffic. Approximately 1000 trips have been added to CIA traffic in each peak hour. This is approximately a 35 percent increase over existing levels, and should be conservatively high, given the types of demand reduction measures which are envisioned.

The forecast changes in traffic volume are presented in detail in the Appendix, for those readers who wish to review the numbers in detail. Figures A1 and A2 show the changes in traffic in percentage terms, while Tables A1 and A2 translate these into actual future traffic volumes. In general, the percentage increase in traffic on the various roadway links varies significantly for the alternative future conditions. In the 1986 forecast year, the greatest traffic volume changes occur on the exits and entrances to the CIA. Other than at the CIA entry points, volume increases are typically in the range of 2 to 20 percent over existing traffic. In the unrestrained traffic conditions, traffic volume increases are higher on the Parkway than they are under the capacity restrained condition. Increases are less substantial on Route 123 in the unrestrained conditions.

In the year 2005 forecast, percentage increases are higher, ranging between approximately 13 and 73 percent on various roadways. Route 123 incurs the largest increases in the restrained condition. In the conditions without capacity restraint, the George Washington Parkway links between the CIA and the Beltway again incur the most significant increases.

There are several conclusions one can draw from this analysis. First, it is clear that the alternative future traffic conditions have a significant impact on the distribution and levels of traffic on most of the roadways surrounding the CIA. The type of improvements needed for the road system may also be dependent on the condition assumed. Thus, it will be necessary as the study progresses to make some determination as to which condition or combination of conditions is likely to be most representative of actual traffic flows in the design years.

Another observation is that traffic volumes on Routes 123 and 193 are more significantly influenced, on a percentage basis, by the alternative future conditions than are the Parkway and the Beltway, due to the lower existing volume levels. The impact of adding a certain number of vehicles per hour on Route 193, for example,

would be greater than adding the same number of vehicles on the Parkway. Conversely, Route 123 currently has the ability to absorb more additional traffic than the Parkway, at least in the PM peak hour. The Parkway probably has more excess capacity in the AM peak hour. Thus, in actuality, the capacity restrained situation may apply in the PM peak hour only, at least for the 1986 design year.

LEVEL OF SERVICE ANALYSIS

Procedures

A level of service analysis is typically employed in a traffic study as a measure of how well roadway facilities are expected to operate under certain traffic and geometric conditions. In such an analysis, the roadways or intersections are assigned a letter rating between A and F, similar to a grade scale in school. An A is a good level of service while an F is a very poor level of service. Normally, one would like the highway system to operate at no worse than level of service D during the peak period. At this point, drivers feel the effects of heavy traffic volumes, but there are no extraordinary delays.

Freeway interchanges and signalized intersections are often the controlling factors as far as the levels of service are concerned. Levels of service are usually no worse between interchanges and intersections than they are at the interchanges and intersections themselves. The level of service at these locations is computed by comparing the traffic volume levels with the capacity available. The transportation profession has developed different procedures over the years for analyzing each type of situation. Currently, the most accepted procedures are found in Transportation Research Circular 212, entitled "Interim Materials on Highway Capacity".^{1/} The procedures in this manual have been applied for the variety of capacity analysis situations examined.

A level of service analysis was performed for the AM and PM peak hours for selected intersections and interchanges in the study area. In all cases, the analysis assumed that there were no improvements to the existing roadway facilities. The

^{1/} Transportation Research Board, Transportation Research Circular 212, "Interim Materials on Highway Capacity". January 1980.

purpose of this was to identify where the most significant traffic problems can be expected to occur. Based on this assessment, alternative ways of improving the roadways will be developed and additional level of service analyses will be performed as a later phase of the study.

Results of the Level of Service Analysis

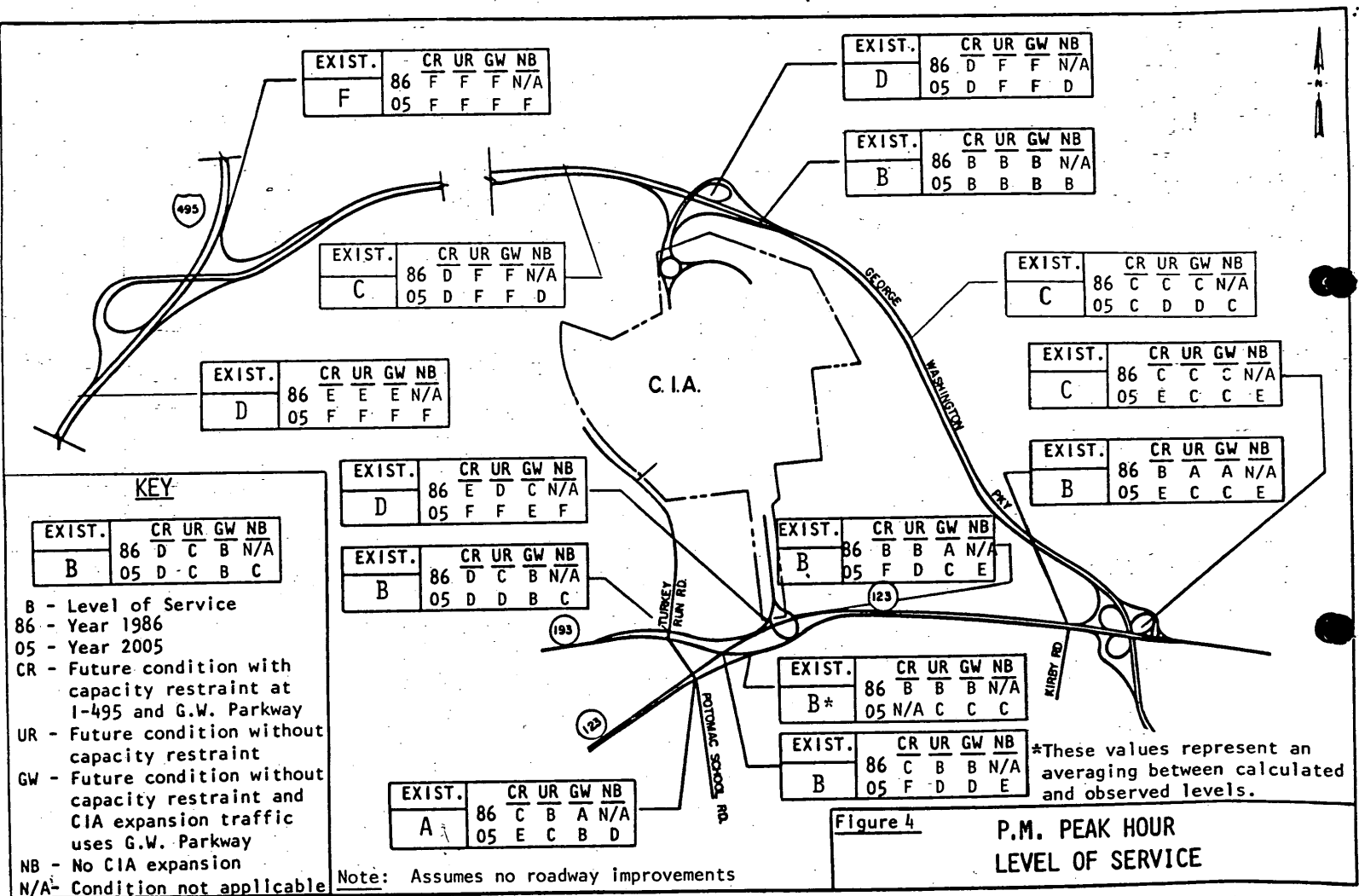
Figures 3 and 4 indicate the results of the level of service analysis for the AM and PM peak hours, respectively. The figures display the existing levels as well as the levels for all future year conditions and assumes no improvements to the existing network. The impact of the CIA traffic can be examined in two basic ways: 1) comparing 1986 levels of service with existing (1983) levels and 2) comparing the 2005 condition without CIA expansion traffic to the other 2005 conditions.

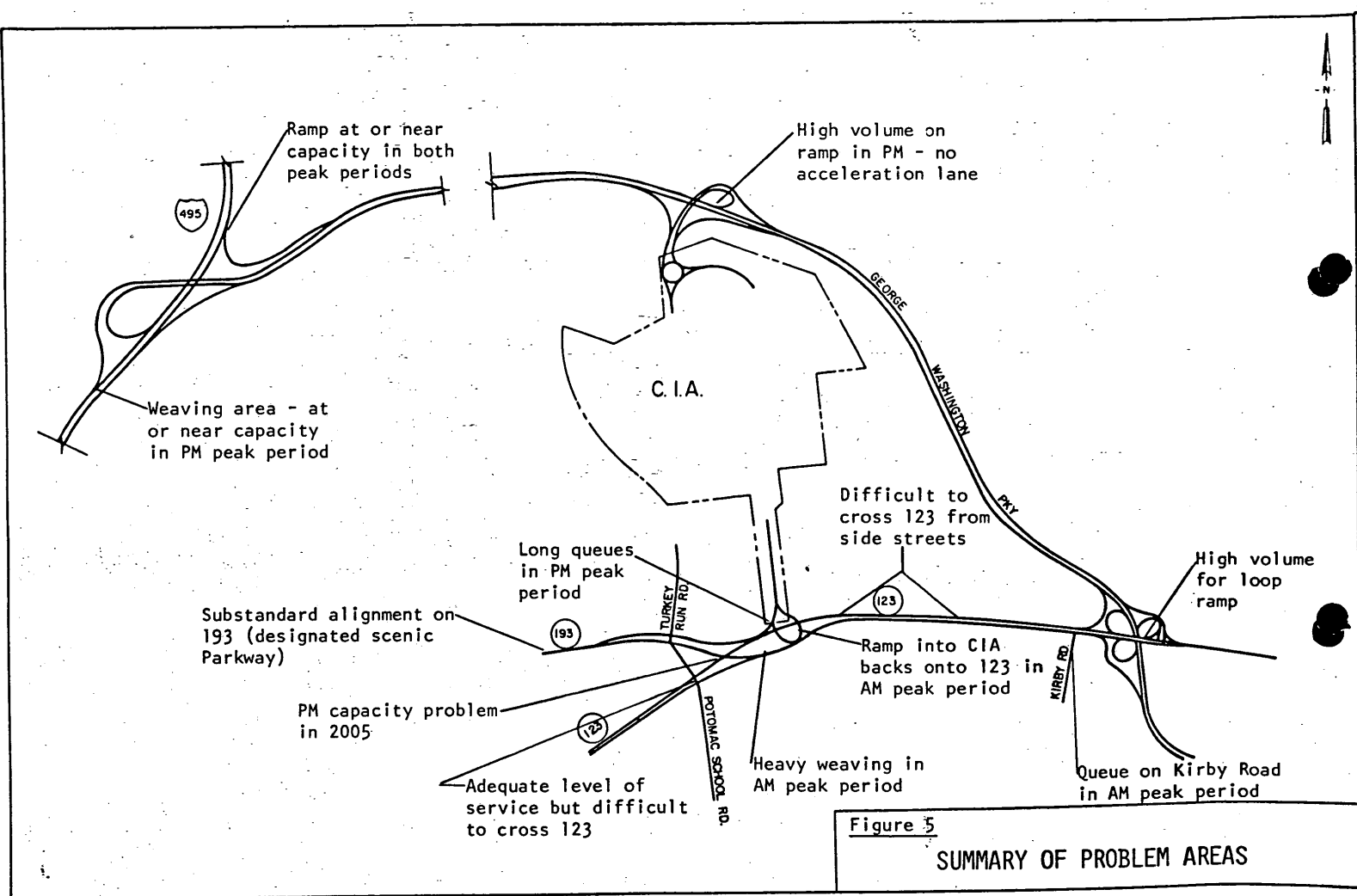
The degree to which the addition of CIA expansion traffic influences the level of service depends on the future condition. The impact of the added traffic on Route 123 levels of service is obviously going to be more severe for the conditions involving capacity restraint on the Parkway. In the unrestrained conditions there is a lesser impact on Routes 123 and 193 and a greater impact on the Parkway. In general, the effect of CIA traffic is to reduce the level of service on Routes 123 and 193 by one to three levels under the restrained condition. The impact is most severe at the CIA entrance on Route 123, particularly in the A.M. peak hour.

In the 2005 design year, the assumed annual growth rate takes a significant toll on the level of service of all facilities. Under the restrained condition, the level of service on Routes 123 and 193 as well as on the Parkway is poor. Under these conditions there would be long queues of vehicles in the peak directions of flow if no improvements are made. If traffic demand grows at the assumed rate and no improvements are made to the I-495/Parkway interchange, queues would probably extend down the Parkway from I-495 to some point well south of the CIA interchange in the PM peak period. The sources of this congestion are the merge points of both ramps from the northbound Parkway to either direction on the Beltway.

The level of service analysis points out a number of particular locations where the future levels of service are not likely to be acceptable and where improvements are likely to be necessary. These problem areas are illustrated in Figure 5 and are itemized below:







1. Ramp from westbound Parkway to southbound I-495 - this ramp carries a heavy volume in the PM peak period. It is added to a heavy volume on the southbound Beltway and is actually part of a weaving section between the Parkway and the off-ramp to Route 193. This section is nearly operating at capacity now.
2. Ramp from westbound Parkway to northbound I-495 - this ramp merges into a three-lane section of the Beltway just before crossing the Cabin John Bridge. This ramp is also virtually at capacity now. Lanes would need to be added to the bridge for the capacity to be increased.
3. Ramps to and from the Parkway at the CIA interchange - the only ramp with traffic operational problems is the ramp from the CIA to the westbound Parkway in the PM peak period. Because of the heavy mainline volume on the Parkway at this time and because there is no acceleration lane for ramp traffic, merges are often difficult to make and the level of service is degraded. Improved operation and increased capacity would result from improving this ramp.
4. Intersection of Route 123 and the CIA main entrance - the level of service at this intersection is currently adequate. Queues are generally contained on the CIA premises, the primary exception to this being in the AM peak period when queues extend from the signal at the CIA entrance back to the Route 123 northbound roadway.^{1/} This queue sometimes conflicts with vehicles merging onto Route 123 from eastbound Route 193 in the AM peak period. The improvement of this weaving area is a problem which needs to be addressed. The queue out of the CIA headquarters in the PM peak period is long, but generally is moving at a steady pace, with relatively light delays to any one vehicle. As volume is added to this exit, however, green time may need to be taken from Route 123, which will cause the level of service on 123 to deteriorate.
5. Intersection of Route 193 and the Turkey Run access road - this intersection currently operates very well, with moderate queues out of the CIA in the PM peak period. Some minor modifications to this intersection could allow it to operate well for many years in the future. The rest of Route 193 to the west, which is primarily two lanes, was not originally designed to handle the amount of traffic it is carrying and should be considered for safety upgrading. There are plans to make such an upgrading without increasing the number of lanes on the road itself.
6. Other intersections along Route 123 - several other intersections being evaluated along Route 123 are at Potomac School Road, Route 193 and Kirby Road. There is no level of service problem at Potomac School Road, but there is a problem with being able to cross heavy streams of Route 123 traffic in the peak periods. This problem occurs at other unsignalized intersections with Route 123 as well. There is also no easy access from Potomac School Road (or from northbound Route 123) to westbound Route 193. Currently, vehicles must go down to the CIA/123 interchange and make

^{1/} Note that Route 123 northbound is the direction going toward the Parkway.

a U-turn back to 193. The intersection of Route 193 and Route 123 southbound operates acceptably except for the year 2005 in the PM peak period. At Kirby Road, there is generally a long queue approaching Route 123 in the AM peak period. In the PM peak period there are typically no problems at this location.

The impact of the CIA expansion will be most apparent where traffic enters the CIA from the Parkway and Route 123. Here, it is the expansion traffic that would be the primary cause for any traffic improvements needed. At other locations, the cause of the traffic problems is less obvious. Improvements to the Parkway interchange with the Beltway will be needed with or without the expansion traffic. Several intersections along Route 123 will eventually need improvement even without the CIA expansion traffic. However, the expansion traffic is likely to make these improvements necessary at an earlier date. Specific improvements and their potential effects will be discussed in the next technical memorandum.

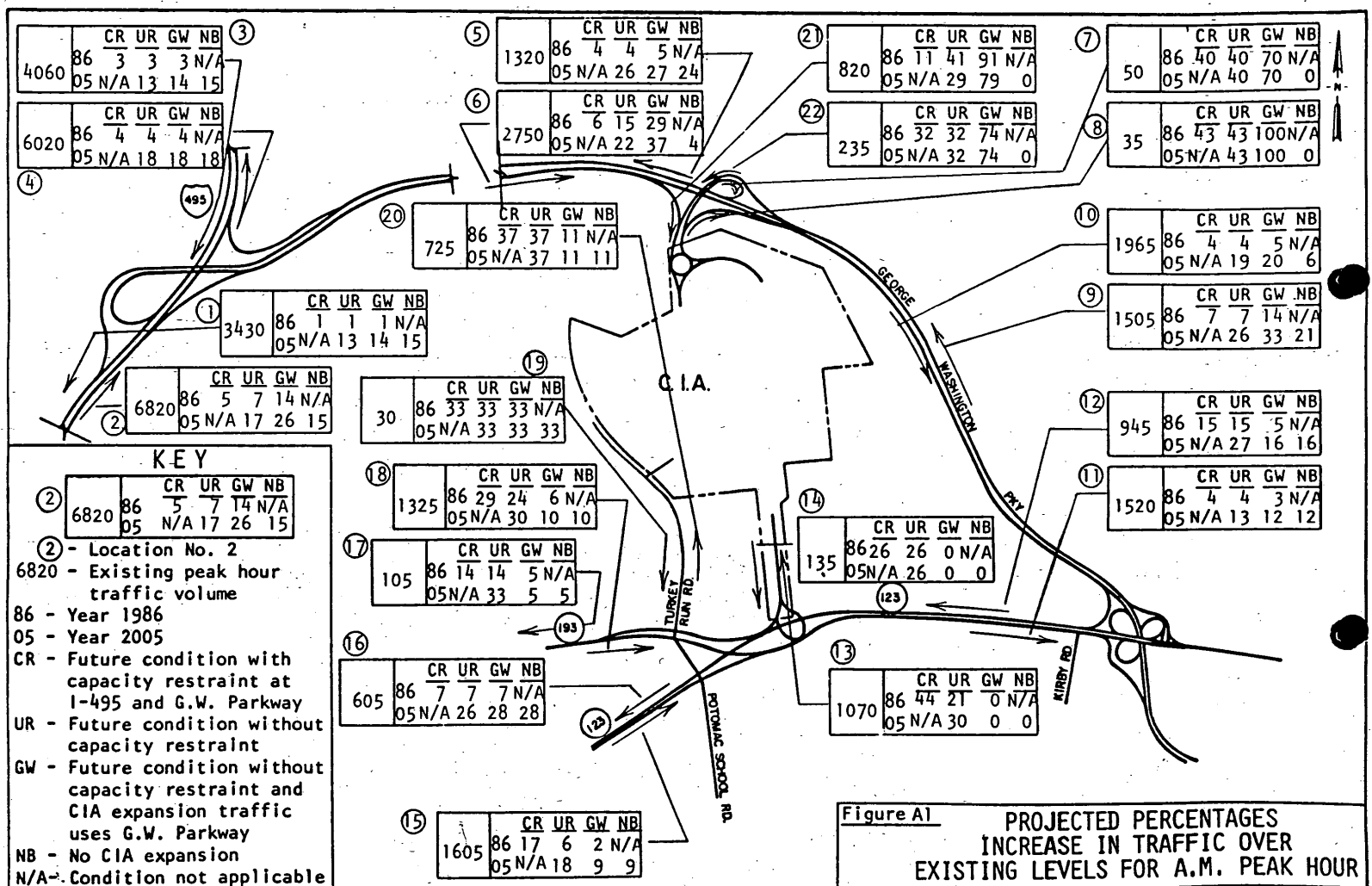




Table A1. Traffic Volumes in AM Peak Hour

Location (see Fig. A1)	Existing	1986			2005		
		<u>CR</u>	<u>UR</u>	<u>GW</u>	<u>UR</u>	<u>GW</u>	<u>NB</u>
1	3,430	3,440	3,440	3,455	3,890	3,925	3,940
2	6,820	7,150	7,350	7,755	7,990	8,595	7,870
3	4,060	4,160	4,160	4,160	4,880	4,700	4,380
4	6,020	6,290	6,290	6,290	7,090	7,090	7,080
5	1,320	1,370	1,370	1,385	1,660	1,675	1,640
6	2,750	2,900	3,150	3,555	3,350	3,755	2,870
7	50	70	70	85	70	85	50
8	35	50	50	70	50	70	35
9	1,505	1,610	1,610	1,710	1,900	2,000	1,825
10	1,965	2,040	2,040	2,060	2,340	2,360	2,085
11	1,520	1,585	1,585	1,565	1,720	1,700	1,700
12	945	1,090	1,090	990	1,200	1,100	1,100
13	1,070	1,540	1,290	1,070	1,390	1,070	1,070
14	135	170	170	135	170	135	135
15	1,605	1,885	1,695	1,640	1,890	1,750	1,750
16	605	645	645	645	760	775	775
17	105	120	120	110	140	110	110
18	1,325	1,705	1,645	1,400	1,720	1,455	1,455
19	30	40	40	40	40	40	40
20	725	990	990	805	990	805	805
21	820	910	1,160	1,565	1,060	1,465	820
22	235	310	310	410	310	410	235

CR = With capacity restraint at I-495 and GW Parkway

UR = Without capacity restraint

GW = Without capacity restraint and CIA expansion traffic uses GW Parkway

NB = No CIA expansion

Table A2. Traffic Volumes in PM Peak Hour

Location (see Fig. A2)	Existing	1986			2005			
		CR	UR	GW	CR	UR	GW	NB
1	6,650	7,180	7,630	7,990	8,020	8,790	9,230	7,790
2	4,210	4,470	4,460	4,560	5,360	5,350	5,650	5,300
3	5,620	5,960	5,960	5,960	6,920	6,920	6,920	6,920
4	5,120	5,430	5,490	5,490	6,080	6,120	6,120	6,000
5	3,295	3,580	4,100	4,455	3,580	4,400	4,835	3,515
6	1,350	1,400	1,400	1,500	1,760	1,760	1,860	1,750
7	585	650	970	1,325	650	870	1,305	585
8	215	300	300	300	300	300	380	215
9	2,750	2,980	3,180	3,190	2,980	3,580	3,590	2,970
10	1,530	1,650	1,650	1,650	2,010	2,010	2,090	1,930
11	1,220	1,320	1,220	1,220	1,430	1,430	1,350	1,390
12	1,580	1,620	1,500	1,490	2,640	2,050	2,040	2,630
13	150	250	250	150	250	250	150	150
14	1,130	1,540	1,210	980	1,540	1,310	980	950
15	790	890	890	815	980	980	880	950
16	1,675	2,030	1,785	1,510	2,900	2,310	2,055	2,585
17	1,350	1,630	1,525	1,360	1,790	1,560	1,380	1,590
18	220	250	260	230	270	280	270	240
19	725	990	990	805	990	990	805	805
20	25	40	40	30	40	40	30	30
21	35	50	50	150	50	50	150	35
22	40	50	50	60	50	50	60	40

CR = With capacity restraint at I-495 and GW Parkway

UR = Without capacity restraint

GW = Without capacity restraint and CIA expansion traffic uses GW Parkway

NB = No CIA expansion

APPENDIX

TRAFFIC VOLUME FORECASTS

NOTE: Current year traffic volumes shown in the tables for I-495 differ from data published previously. Recent counts of Beltway traffic volumes reflect diversion of significant trips due to construction on the Woodrow Wilson Bridge, George Washington Parkway and Chain Bridge. This diversion resulted in a higher volume of traffic than would be normal based on historical trends. Consequently, these current volumes have been adjusted downward about 10% so as to present the normal base level condition. In addition, previously published volumes assumed that the current one-way road between Routes 193 and 123 was converted to a two-way operation in 1986. The volumes were revised assuming the current one-way operation is maintained, in order to be consistent with the rest of the analysis which was performed based on existing highway geometrics.

CENTRAL INTELLIGENCE AGENCY

WASHINGTON, D.C. 20505

18 NOV 1983

The next meeting of the Traffic Advisory Committee is scheduled for 3:00 p.m. on 30 November 1983 at the Virginia Department of Highways and Transportation Residence Office, 3555 Chain Bridge Road, Fairfax, Virginia. Copies of the impact study prepared by Dewberry and Davis will be distributed to members about 23 November 1983. The presentation and discussion of this report will be the subject of the meeting.

Sincerely,

[Redacted Signature]

Chairman
CIA Traffic Advisory Committee

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